

HUNTINGTON THE SELF-SATISFIED.

Only Cares for What His Intimate Friend Collis P. Thinks of Him.

Senator Morgan Vainly Strives to Get Facts About Central Pacific Railroads.

IGNORANCE, CHRONIC AND INCURABLE.

Enables the Witness to Know Nothing About His Interest in the Cartrack and Finance Company, Whose Books He Cannot Produce.

By Julius Chambers.

Washington, Feb. 21.—The Senate Committee on Pacific Railroads was in session today, with Mr. Huntington still on the stand, and Senator Morgan acting as interrogator-in-chief. The inquiry was continued on the lines in the report made by the Patton Commission.

Mr. Huntington asserted that many of the statements made in the report were the result of mere street talk in San Francisco. He was asked if it was true, as was stated in the late Senator Stanford's testimony before that commission, that Huntington, Stanford, Hopkins and Crocker had each received \$13,000,000 in stock after the completion of the Central Pacific, and replied that this statement did not accord with his recollection. The four had received \$45,000,000 in stock in the aggregate, and it had been divided equally.

Senator Morgan pressed the inquiry in regard to the destruction of the books of the Central Pacific Finance Company, and quoted the statements of witnesses who had told the Patton Commission that the books were then in existence. Mr. Huntington declared they were not, and said the witnesses who had given this testimony were not trustworthy.

"Are you," asked Senator Morgan, "in different to public opinion?"

"I am satisfied," Mr. Huntington replied, "if one man thinks well of me, and that is C. P. Huntington."

Mr. Huntington said in reply to questions that the Central Pacific had paid dividends to its stockholders for several years after its completion, and that, according to his recollection, the four principal stockholders, himself, Stanford, Crocker and Hopkins, had each received about \$2,000,000 as dividends. These dividends were, he declared, legitimate, and in no way forced.

Speaking of the San Francisco mass meeting on January 18 last, at which a strong memorial to Congress against the Huntington management was adopted, and at which it was said that there were 13,000 people, Mr. Huntington declared that there were only fifty-two persons there.

The committee adjourned until next Friday to give Mr. Huntington an opportunity to examine the Patton report with the view of making his statement on the points developed in this document.

Senator Morgan remarked that he wanted to give Mr. Huntington an opportunity to answer the aspersions cast upon him, but Mr. Huntington replied that it would take one hundred years to reply to all that his enemies had said of him.

TO REFRESH HIS MEMORY.

Mr. Huntington Given a Chance to Read the Report of the Pacific Railroad's Commission of 1887.

By Ambrose Pierce.

Washington, D. C., Feb. 21.—Mr. Huntington has a respite—he is relieved for a week. On Friday next he will appear with his giant memory refreshed, and Senator Morgan will have thought out some new and ingenious ways to put a strain upon it.

The purpose of adjourning Mr. Huntington's examination before the Senate Pacific Railroads Committee is to permit the witness to refresh his mind by reading. He protested that he did not care to read, but Senator Morgan succeeded in convincing him that he did, and that the report of the Pacific Railroads Commission of 1887 was what would improve his mind.

True, Mr. Huntington had expressed sovereign contempt for that report, declaring repeatedly that the commission had not known "what it was talking about," and characterizing its conclusions as "talk picked up at the street corners," and "words in the air." He averred his indifference to the report and said that in giving his own testimony before the commission he had not considered that the matters gone into were "any of his business."

Asked if he were altogether indifferent to public opinion, he said he was, so long as one man thought well of him. That man he named as C. P. Huntington.

Senator Morgan promptly reminded him that he ought to be very happy, then, considering how very well of him that gentleman thought.

Mr. Huntington confessed that he was happy (though he did not look it), and the incident closed by his agreeing to read the report upon which he is to be questioned.

It is to be hoped that he will not only read it, but return the book in which it is contained. But two sets of these volumes are known to be extant. At one time there were many, but from time to time they have disappeared as mysteriously as the account books of the famous Contract and Finance Company. Most men having a knowledge of the matter believe, or profess to believe, that they have been "removed" by some persons having an interest in their removal; others prefer the cheerful view that they have walked out of the various libraries of their own nation, in obedience to an instinct of self-destruction which they could not master.

The first hour of Mr. Huntington's examination this morning was consumed in vain attempts to make him say (even with five millions of dollars) how much of the

stock of the Contract and Finance Company he had owned. The witness's memory had not retained a trace of all that. But all along he has been quite clear that he never at any time owned more than about a half million dollars' worth of the shares of the Central Pacific, and that much he owns yet.

Turning to the report of the commission, Senator Morgan pointed out the testimony of Governor Stanford, that \$34,000,000 of that stock had been divided equally among himself, Crocker, Hopkins and Huntington. At this the witness was a trifle confused; his explanation was that although the late Governor Stanford was a truthful man, he did not know very much of such matters. He must have been misinformed.

Mr. Huntington finally admitted that some such amount of stock was voted to these four persons by themselves, but he thought it was not divided. It was sold and the money divided.

The matter of disappearance of the Contract and Finance books was gone into again—it is a dull day when that does not come up. Not much new was elicited. Mr. Huntington manifested a fresh sorrow that the books could not be had out of "the dark backward and abysm of time" for his vindication, and expressed his light esteem of Dan Yost, John Miller and others whose testimony in the days that are no more seemed to implicate the late Mark Hopkins in the destruction of the books. Mr. W. E. Brown, he thinks, though, "a pretty good man."

The judgment of the commission of 1887, that the entire cost of the Central Pacific road, as built and equipped, did not exceed \$36,000,000, the witness considered an idle expression of an unfounded belief, although it was based on the sworn testimony of many railroad men, engineers and others, including the men who built it. The witness's "guess" was that it could not have cost less than \$60,000,000.

What will have cost by next Friday will depend on Mr. Huntington's controversial needs at that time.

Something developed to-day that has hitherto been overlooked—namely, that the construction of the road cost not only all that the directors of the road had to give themselves as directors of the Construction Company, but \$2,000,000 more.

Mr. Huntington and his associates not only cleaned themselves out, but took their own notes for what was not in sight.

This \$6,000,000 worth of promissory notes was afterward paid, in 1871, by land grant bonds taken (by themselves from themselves) at an agreed value of 80% per cent of their face value. They were sold for a good deal more than that—how much more he even did not put it into Mr. Huntington's heart to say.

So the cost of the Central Pacific road, to the company's unfortunate outside shareholders and to the country, is to-day not, as it was yesterday, \$110,400,000, but \$122,400,000.

How much it will be by the time that Senator Morgan shall have got done stimulating the slothful memory "that would fain forget," one hardly ventures to conjecture.

Mr. Huntington's ignorance is chronic and incurable.

The number of things that he does not know is undiminished by time; the accuracy with which he does not know them is unaffected by reflection.

At yesterday's session he did not give a plain straightforward answer to a single one of the hundreds of questions that Senator Morgan asked him.

On reflection, I do not remember that he has done so at any previous examination. Certainly, he has never once responded with a single "yes" or "no." Certainly, too, he has seldom thrown any light upon the matter inquired about until asked the same question, or questions, to the same purport, many times. Commonly somebody else could, in his judgment, have given the information desired—some one of his partners, who, however, has the disqualification to be dead.

The late Mark Hopkins was especially gifted in this way. So swift and willing a witness—a witness endowed with so marvellous a memory, so stored with details and so rich in resources—a witness so wide-minded, so precise of speech and so truthful withal as the late Mark Hopkins has seldom testified in any case.

Mr. Huntington is naturally proud of him and obviously very sorry, indeed, not to be able to produce him with the books of the Contract and Finance Company under his arm.

Unfortunately, there is, too, much reason to fear that both Mr. Hopkins and the books have been burned.

After an hour or so of evasion, shuffling and maundering, Mr. Huntington was commanded to say how much his interest was in the Contract and Finance Company; but he averred his ignorance to the bitter end. Mr. Hopkins had kept the accounts, and whatever Mr. Hopkins said was good enough evidence for Mr. Huntington. But what Mr. Hopkins really did say on any occasion his trustful partner could not recollect.

Asked how much the Contract and Finance Company had left after paying the debts incurred by building for its good friends, the Central Pacific Company, the best road in the world, the witness could not say, even to "the best of his recollection."

He finally did say that it might have been two million or three million of dollars. Before this he had testified that the Contract and Finance Company came out of the work badly in debt, and he has repeatedly declared, and declared yesterday, that not for one million dollars bonus would he undertake again the same work for the same pay. But even the two or

three millions that may have remained to the construction company at completion of the work swelled considerably under yesterday's examination; although coincidentally with the profit of two or three millions there was a loss of about ten millions.

This remarkable state of affairs, puzzling as it is to the merely human understanding, did not puzzle the understanding of the witness, for he testified to the gain at one time and to the loss at another, with an interval of as much as ten minutes between.

His innocent notion of contradiction is that it consists in saying two incompatible things at the same time.

What the Contract and Finance Company got Mr. Huntington stated this way:

First mortgage bonds.....\$28,000,000
Second mortgage bonds.....20,000,000
Land grant.....10,000,000
San Francisco subsidy.....400,000
Central Pacific shares.....50,000,000
Total.....\$118,400,000

Now, whether the Contract and Finance Company at the completion of its work had made a gain of two or three millions, according to Mr. Huntington in one mood, or a loss of ten millions, according to Mr. Huntington in another, this much he conceded—that the fifty millions in Central Pacific shares remained on hand to swell the gain or cover the loss. The road was built with the proceeds of the sales of the other securities. And the witness admitted that the shares, when sold afterward, brought an average of 80 per cent of their face value—namely, forty millions of dollars.

Deduct the possible ten millions loss—and well, it will appear that in refusing a million-dollar bonus to undertake another contract like that, this unscrupulous contractor and financier would throw the gravest suspicion upon his own cupidity.

An interesting feature of yesterday's proceedings was Mr. Huntington's declaration that he had not to his recollection read either the majority or the minority report of the famous Pacific Railroads Committee. These reports, in many volumes, the majority of Messrs. Littler and Anderson, the minority by Mr. Patton, contain virtually all that is known to any living person except Mr. Huntington of the history of the roads, and the various financial and other transactions in their building, equipment and operation down to the end of 1887.

All the accusations and complaints against Mr. Huntington and his associates that have ever received serious consideration, either have their origin in these reports, or are there exhaustively examined. If Mr. Huntington, whose testimony and that of his associates relating to the most interesting and important acts of his life they contain, has not read them, one is almost driven to the conclusion that the man cannot read.

If he has read them, what are we to think of his puerility and vulgarity in describing them, as he actually did yesterday, as a new version of "the old Sam Brannan story," which the commissioners "picked up at the street corners."

If Mr. Huntington should ever hear of the Decalog, and have the nerve to read it he would probably call it a rehash of old Examiner editorials.

MARINE NEWS.

PORT OF NEW YORK.

ALMANAC TO-DAY.

Sun rises.....5:42 a. m. Moon rises.....1:55 a. m.
Sun sets.....5:44 p. m. Moon sets.....1:55 p. m.

HIGH AND LOW WATER TO-DAY.

GOVERNOR'S ISLAND. SANDY HOOK.

H. W. L. W. H. W. L. W.
1:11 a. m. 7:58 a. m. 12:51 a. m. 7:57 a. m.
1:38 p. m. 7:55 p. m. 1:18 p. m. 7:50 p. m.

High water at Hell Gate 1 1/2 hour and 49 minutes later than at Governor's Island.

Incoming Steamships.

ARRIVED YESTERDAY.

Ss. Havel (Ger.), Junger, Bremen, February 11, and Southampton 13th, with m/c, 84 cabin and 210 steerage passengers to California & N. Y.
Ss. Elean (Dutch), Hogeveen, Rotterdam, February 5, with m/c, 8 cabin and 177 steerage passengers to New York & American Steam Navigation Co.
Ss. Kansas City, Fisher, Savannah, February 18, with m/c, to R. I. Walker.
Ss. Bluebird, Massing, Baltimore, with m/c, to H. C. Foster.
Ss. Catalina (Ger.), Matzen, Rio Janeiro, January 28, with m/c, to Pough, Elbe & Co.
Ss. Jamestown, Hughes, Newport News and Norfolk, with m/c, and passengers to Old Dominion Steamship Co.

DUE TO-DAY.

Ss. Schiedam, Amsterdam, February 1; ss. Hindwell, Gibraltar, January 30; ss. Navigation, Gibraltar, January 29; ss. Vigilant, Havana, February 5; ss. Richmond Hill, London, February 5; ss. Phoenix, Hamburg, February 7; ss. Waver, Bremen, February 13; ss. Madinet, Madinet, February 13; ss. Madinet, Madinet, February 13; ss. Thingwall, Christiansand, February 7; ss. Massasoit, Swansea, February 7; ss. Kansas City, Swansea, February 7; ss. Advoca, Colon, February 14; ss. Paris, Southampton, February 15; ss. Rotterdam, February 10; ss. Deutchland, Gibraltar, February 7; ss. Mab, Antwerp, February 7; ss. Niagara, Nassau, February 13.

DUE TO-MORROW.

Ss. La Bourgogne, Havre, February 15; ss. Europe, London, February 9; ss. Flatmax, St. Louis, February 15; ss. El Mar, New Orleans, February 15; ss. Iniquity, Jacksonville, February 20.

Outgoing Steamships.

SAIL TO-DAY.

Ettricia, Liverpool.....8:00 a. m. 11:00 a. m.
22tholia, Glasgow.....10:00 a. m. 12:00 m.
Prussia, Hamburg.....3:00 p. m.
Kalkreuth, N. W. Orleans.....3:00 p. m.
Ss. Lodi, London.....3:00 p. m.
Richmond Hill, London.....3:00 p. m.
Britannia, Barcelona.....3:00 a. m.
La Normandie, Havre.....3:00 a. m.
Hann, Bremen.....6:00 a. m.
Minneapolis, London.....6:00 a. m.
Origen, Barbados.....6:00 a. m.
Havel, Bremen.....7:00 a. m.
Iniquity, Charleston.....3:00 p. m.

SAIL TUESDAY.

Havel, Bremen.....7:00 a. m. 10:00 a. m.
Iniquity, Charleston.....3:00 p. m.

FOR MORE MAGISTRATES.

Bill Prepared by Police Court Solons Increasing the Number.

They Say There Is Too Much Work for Nine Men and Ask for Three Extra.

THE MEASURE SENT TO ALBANY.

Magistrate Crane, Chairman of the Committee Which Has the Matter in Charge, Says There Is No Provision for Days Off.

The Magistrates of the New York Police Courts, who have been so long agitating the need for more coadjutors, have at last taken decisive action in the matter. They have framed a bill and presented it to the Legislature, with a pressing demand for immediate action. This measure asks for three more Magistrates to take charge of the increasing number of cases that at present hamper the calendars of the Police Courts.

The committee which had the framing of the bill in charge, consists of Magistrates Deuel, Wentworth and Crane, the latter being chairman. The committee calls attention to the fact that at present it is almost impossible to keep up with the pressure of business in the Police Courts and do the work properly. There are now nine Judges for the six courts, while there was exactly the same proportion in 1884, although there has been an immense increase of population in the interval.

As matters now stand there is no provision made in case of illness of any of the Magistrates, so that were one incapacitated for any length of time the work falling on his fellows in office would be greater than they could cope with. There would be an over-crowded calendar and the prisons would be filled. All these facts the committee has been demonstrating to the lawmakers at Albany.

With three additional Magistrates, the committee believes, the business of the courts would go along smoothly and the



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15,000-odd cases that come up each year would get prompt attention. The committee thinks there should be at least two Magistrates for each court.

Magistrate Crane, in speaking of the amount of work required of the Magistrates under the present system, said yesterday: "We come down at 9 o'clock in the morning, Winter and Summer, and work until 5 in the afternoon. There are no Sundays off and only brief vacations in the Summer. I have a case now of arson that requires the calling of some eight witnesses, all of whom must be examined and their testimony taken down by a stenographer. Such cases are of frequent occurrence and consume considerable time and exertion."

"The business of the court is always hanging over, and if a Magistrate wishes to take a few days off he has just so much additional work when he gets back. This is not a matter of favoring the Magistrate, but a simple question of public necessity and a case of pressing need."

only \$5,000. Miss Elizabeth Armstrong contested the will, alleging undue influence on the part of her half-brothers and trying to show that her father had cared much for her and had promised to leave her a large sum when he died.

The trial lasted nine days, and the verdict completely overthrows the contestants' claims. The case will probably be taken to the State Supreme Court.

COMING EAST WITH THOMAS.

Chicago Society People's Tribute to the Distinguished Leader.

The departure from Chicago of Theodore Thomas, who is to give a series of concerts at the Metropolitan Opera House, in this city, will be celebrated in true Windy City style. When it was announced that he would leave the enthusiasts decided to show New York that they were up on music, and so they combined to follow him here.

Two car loads of Chicago society people have been made up to come East on the same train as the Thomas Orchestra. The Chicagoans will attend every concert here, and New Yorkers will then have the opportunity to see just how Chicago looks in its society clothes.

Appeal for Irish Prisoners.

A demonstration in aid of amnesty for the Irish and Irish-American political prisoners in English jails, will be held in the Grand Opera House to-morrow night. Edward O'Flaherty will preside and P. J. Byrne is to be vice chairman. Speeches will be made by John R. Fellows and James Fitzgerald. James F. Egan will appeal on behalf of the prisoners. There will be vocal music by J. D. Fitzgerald and Joseph Sheehan.

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